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CENTRAL FAX CENTER  
JAN 18 2008

Appl. No.: 10/518,936

Amdt. Dated January 18, 2008

Response to Office Action Mailed October 19, 2007

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions and listings of claims in this application.

1. (Currently Amended) A switch comprising a main track and a branch track,  
each one of said tracks comprising

a tongue rail and a respective stock rail, said wherein one rail of each track is each  
configured as a tongue rail and as being movable into abutment on a said respective stock  
rail, wherein

at least one of said stock rail rails (1), in its region of abutment on the tongue rail (2), is  
designed formed to have a reduced rail head width as compared to a region located outside said  
region of abutment, wherein the rail head width, starting from a tip (3) of a tongue of said tongue  
rail (2), decreases as far as to a point (4) at which a carrying wheel comes into lateral contact  
with the tongue rail (2) and increases in a region following thereupon said point (4), and

the tongue rail (2) is designed to be reinforced in cross section towards the stock rail  
(1) according to in correlation with the reduction in the width of the stock rail head.

2. (Previously Presented) A switch according to claim 1, wherein the width of the  
stock rail head is measured at a vertical distance of 10 to 20 mm from a top edge of the stock rail  
head.

3. (Currently Amended) A switch according to claim 1, wherein the stock rail (1) is ~~designed to be~~ chamfered in the region of abutment on the tongue rail (2) with the chamfer extending in an inclined manner from an inside edge towards a rail web.

4. (Currently Amended) A switch according to claim 3, wherein an edge resulting from intersection of the chamfer with a profile of the stock rail head is ~~designed to be~~ rounded.

5. (Currently Amended) A switch according to claim 3, wherein a profile of the stock rail head is ~~designed with~~ formed to have a curved region on a transition from a top edge of the stock rail head to the chamfer, the radius of which curved region is smaller than that of a corresponding curved region of a standard rail profile.

6. (Previously Presented) A switch according to claim 1, wherein a point with largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip (3) of the tongue, which amounts to 1/5 to 1/3 of the length of said region of abutment of the tongue rail (2) on the stock rail (1).

7. (Previously Presented) A switch according to claim 1, wherein maximum head width reduction of the stock rail (1), or maximum reinforcement of the tongue rail (2), is 2 to 5 mm.

8. (Previously Presented) A switch according to claim 1, wherein vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.

9. (Previously Presented) A switch according to claim 1, wherein an inner flank of a flange of the carrying wheel, which encloses an angle of 50° to 70° with an axle of the carrying wheel, extends parallel with a tangent drawn at the tongue rail (2) and the stock rail (1), or contacts the rails along that tangent, at least in a region of largest reinforcement of the tongue rail (2).

10. (Currently Amended) A switch according to claim 1, wherein the switch is comprised of an inside curve switch, and a curve outer tongue rail is ~~designed to be~~ reinforced in cross section.

11. (Currently Amended) A switch according to claim 2, wherein the stock rail (1) is ~~designed to be~~ chamfered in the region of abutment on the tongue rail (2) with the chamfer extending in an inclined manner from an inside edge towards a rail web.

12. (Currently Amended) A switch according to claim 4, wherein a profile of the stock rail head is ~~designed with~~ formed to have a curved region on a transition from a top edge of the stock rail head to the chamfer, the radius of which curved region is smaller than that of a corresponding curved region of a standard rail profile.

13. (Previously Presented) A switch according to claim 2; wherein a point with largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip (3) of the tongue, which amounts to 1/5 to 1/3 of the length of said region of abutment of the tongue rail (2) on the stock rail (1).

14. (Previously Presented) A switch according to claim 3, wherein a point with largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip (3) of the tongue, which amounts to 1/5 to 1/3 of the length of said region of abutment of the tongue rail (2) on the stock rail (1).

15. (Previously Presented) A switch according to claim 2, wherein maximum head width reduction of the stock rail (1), or maximum reinforcement of the tongue rail (2), is 2 to 5 mm.

16. (Previously Presented) A switch according to claim 3, wherein maximum head width reduction of the stock rail (1), or maximum reinforcement of the tongue rail (2), is 2 to 5 mm.

17. (Previously Presented) A switch according to claim 2, wherein vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.

18. (Previously Presented) A switch according to claim 3, wherein vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.

19. (Previously Presented) A switch according to claim 2, wherein an inner flank of a flange of the carrying wheel, which encloses an angle of 50° to 70° with an axle of the carrying wheel, extends parallel with a tangent drawn at the tongue rail (2) and the stock rail (1), or contacts the rails along that tangent, at least in a region of largest reinforcement of the tongue rail (2).

20. (Currently Amended) A switch according to claim 2, wherein the switch is comprised of an inside curve switch, and a curve outer tongue rail is ~~designed to be~~ reinforced in cross section.